

AW-1: Maintain Runway Use in Reduced Visibility

AW-1.1 Continue arrival operations as weather deteriorates from VMC to IMC by increasing instrument approach services.

Key Risks

- Funding to develop, procure, install, and commission the above planned services.
- Geo-stationary satellite leases/acquisition risk for WAAS service.
- Timing and availability of WAAS/LAAS services.
- Voluntary user equipage and usage of WAAS/LAAS avionics/capability.
- Schedule for production version of WAAS/LAAS receiver.
- Planning for markings, signage, and lighting for precision approach runways.
- Environmental and airport infrastructure constraints.

AW-1.2 Continue arrival operations to closely spaced parallel runway as weather deteriorates from VMC to IMC through the implementation of new services.

Key Risks

- Efficiency benefits may not be realized unless pilots and operators fully support and accept PRM-SOIA procedures.
- PRM-SOIA procedures are dependent on specific runway configuration. It may not be possible to conduct PRM-SOIA at every airport.
- Funding PRM Supportability Action Plan.